

FRONT DRIVE

FRONT DRIVE — AUSTRALIA'S NATIONAL CITROËN MAGAZINE

**MAY/
JUNE 1998
VOL 22, ISSUE 1**

FAMILY REUNION

CHRYSLER'S 2CV

ALPINE AFFAIRE

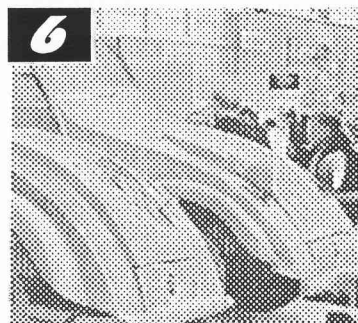
**YOUR
CONSTITUTION**

**BUMPER
CLASSIFIEDS**



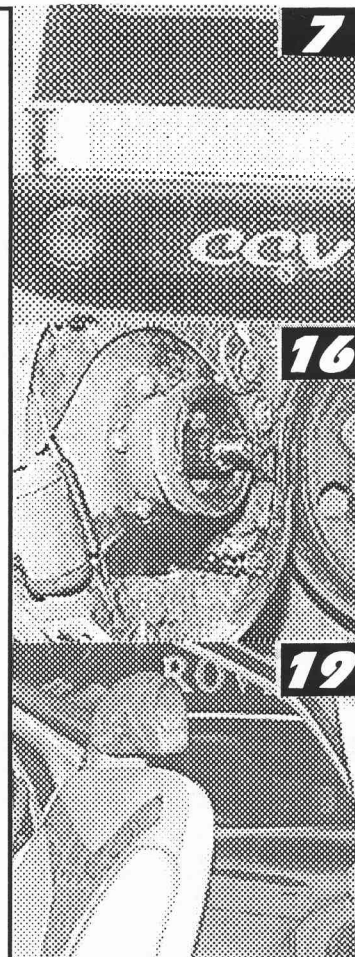
FRONT DRIVE

Published by
The Citroën Classic Owners Club of Australia Inc.



contents

- PAGE 2 FROM THE DESK
- PAGE 3 PREZ SEZ
- PAGE 4 A-TRACTIONS
- PAGE 6 FAMILY REUNION IN PARIS
- PAGE 7 TWIN POT TOPICS — CHRYSLER'S 2CV
- PAGE 10 MEMBER'S MODELS
- PAGE 11 CCOCA CONSTITUTION
- PAGE 16 NEWS FROM THE NET — 'BAMBOO CITROËNS'
- PAGE 18 CITROËN WORKSHOP MANUALS — A SPECIAL CCOCASHOP OFFER
- PAGE 19 CITROËN AT TOKYO
- PAGE 20 AGM NINUTES
- PAGE 23 CCOCA CLASSIFIEDS
- PAGE 24 TALKING TECHNICAL



POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB
OF AUSTRALIA INC.

The Club's and Front Drive's postal address is
**P.O. Box 52, Deepdene Delivery
Centre, Victoria, 3103.**
Our e-mail address is ttp@tmx.com.au

CCOCA Inc. is a member of the
Association of Motoring Clubs. G.P.O.
Box 2374V, Melbourne, Victoria, 3000.

The views expressed in this publication
are not necessarily those of CCOCA or its
Committee. Neither CCOCA, nor its
Committee can accept any responsibility
for any mechanical advice printed in, or
adopted from Front Drive.

CCOCA MEMBERSHIP

Annual Membership	\$30
Overseas Postage Add	\$9



CCOCA memberships are due on the
25th of March, each year and run until
the following March.

CCOCA MEETINGS

Every fourth Wednesday of the month,
except December.
Venue:- Canterbury Sports Ground
Pavilion, cnr Chatham and Guildford
Roads, Canterbury, Victoria.
Melway's Ref 46 F10.

HONORARY LIFE MEMBERS

NANCE CLARK	1984
JACK WEAVER	1991

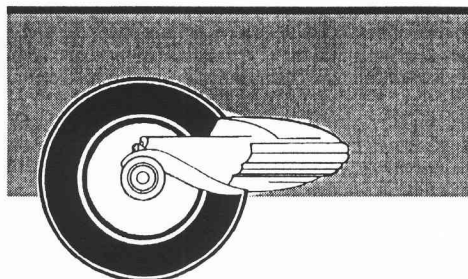
NEW MEMBERS

The Committee and members of CCOCA
extend a warm welcome to these new
members:

Howard Burrage — St Arnaud, Vic —
Light 15
Andrew Cunningham — Stawell, Vic
Michael Jefferies — Campbell Town, Tas
— ID19B
Tony Layh — Abbotsford, Vic — Xantia
Peter and Meryl Lowrie — Mosman, NSW
Koula Papamarkos and Mark Rowe —
Windsor, Vic
Roger Parker — Tusmore, SA — Big 6
Alister Sinclair — Abbotsford, Vic — 2CV
Anne Maree and Kevin Teasdale —
Ballarat Vic

Welcome to CCOCA





from the desk

1997 CCOCA COMMITTEE

PRESIDENT — Peter Fitzgerald
297 Moray Street, South Melbourne,
Victoria, 3205.
Phone [03] 9696 0866 [BH & AH]
e-mail: ttp@tmx.com.au

SECRETARY — Sue Bryant
59 Albion Road, Ashburton,
Victoria, 3147.
Phone [03] 9885 3179.

TREASURER — Ted Cross
173 Power Street, Hawthorn,
Victoria, 3122.
Phone [03] 9819 2208.

SPARE PARTS OFFICER — Mel Carey
10 Omeo Highway, Lucknow,
PO Box 469, Bairnsdale,
Victoria, 3875.
Phone [03] 5152 1040
Fax [03] 5152 2615

ACTIVITIES OFFICER — Jay Liebowitz
23 Harington St., Kew, Victoria, 3101
Phone [03] 9853 5998

PUBLIC OFFICER — John Couche
31 Broadway, Belgrave, Victoria, 3160.
Phone [03] 9754 3583.

EDITOR — Leigh Miles
16 Harrow Street, Blackburn South,
Victoria, 3130.
Phone [03] 9888 7506 [AH]
[03] 9794 3351 [BH].
e-mail: business_direct@email.msn.com

CLUB SHOP — Leigh Miles
See 'Editor' for details

LIBRARIAN — Robin Smith
9 St Aubins Avenue, North Caulfield,
Victoria, 3161.
Phone [03] 9527 5429.

ADVERTISING — Peter Fitzgerald
See 'President' for details.

STATE ACTIVITY CO-ORDINATORS
VICTORIA: JAY LIEBOWITZ
[03] 9525 8715.

ACT: MIKE NEIL
[02] 6241 4556.

NSW: ALAIN ANTONIOUS
[02] 9958 6240.

WA: STUART PEKIN
[08] 9386 9283.

Welcome to the first edition of 'Front Drive' for 1998/99. It is pleasing to have been re-elected to the position of Editor of the Club's journal.

After the poor quality of the reproduction of images in the last issue of 'Front Drive', I have undertaken some research and fingers crossed this issue will see the return to higher quality imaging. I can assure members who commented, and those who did not, that I was totally unhappy with the quality of reproduction of the last issue of 'Front Drive'. In fact, I could suggest that having devoted a good deal of time to creating the magazine it is particularly galling to be let-down by my favourite friend — technology.

In this issue you will find a report from CitIn '98, in Western Australia. I certainly enjoyed myself at the event and I believe all the other CCOCA members present had a great time too. News from the 'Net in this issue is rather more serious than last issue with some international feedback on vehicles that have been imported to Europe, that may have some relevance here.

There has been a good deal of 2CV material around recently and we have taken the best of it to form 'Twin Pot Topics' and there is some additional material on a non-Citroën twin-cylinder, just to prove that whilst our marque no longer embraces two-pot, air-cooled technology, others do.

With the new Committee has come a full calender of Events for the balance of 1998, so be sure to read 'a-Tractions' and attach the enclosed summary sheet to your fridge and be certain you do not miss any of the coming events.

The centre spread of the magazine is your copy of the revised constitution that was agreed to at the Annual General Meeting, after considerable intelligent debate. As all members of the Club are supposed to have a copy of the Constitution, we have at least fulfilled that part of the document.

You also have included in this issue a full list of members, as at the end of the 1997/98 club year. This can be a great resourse — members should contact other members with similar vehicles, share your experiences, troubles and issues. Take the time, ring a member today!

Good reading,
Leigh F Miles.



prez sez

As the Club embarks on another year it is an opportunity to look back on 1997/98, a time to stop and review before we plunge headlong into a new year.

Before I do that, I must thank everyone on the Committee who has worked so hard to keep CCOCA running — especially over the difficult period when we were without an Activities Officer. It is very pleasing to have Jay with us from the start of the year.

I suppose one of the major tasks for the Committee last year was re-wording the Club's rather out of date Constitution. Whilst that may appear to be rather 'lack-

lustre' claim to credit, I can assure you all that a good deal of thought went into the task. It was therefore very pleasing that on the night of the Annual General Meeting that it was approved, with very few further amendments. Even more pleasing however, was the level of intelligent debate that was undertaken on the night. Everyone was positive about the objectives of the Committee in making the changes and I for one wish to thank John Couche and Bill Graham, in particular, for their 'high-level' input on the night.

The new Committee has already been busy and in this issue there are a number of forthcoming social events that are planned. A number of technical events are in the early planning stage and some of these have been flagged in Jay's column. We hope to continue to provide the right balance between technical and social to keep as many members happy, as possible.

Finally, have you registered for ausTraction? Registrations closed later this month and the number of places is strictly limited — so REGISTER NOW!

Peter Fitzgerald
President.

ENGINE AND GEARBOX REBUILDS

REWIRING AND ALL ELECTRICAL WORK

INTERIOR TRIMMING

ALL BODYWORK

DRIVESHAFTS RECONDITIONED

SILENTBLOCKS/CRADLES RECONDITIONED

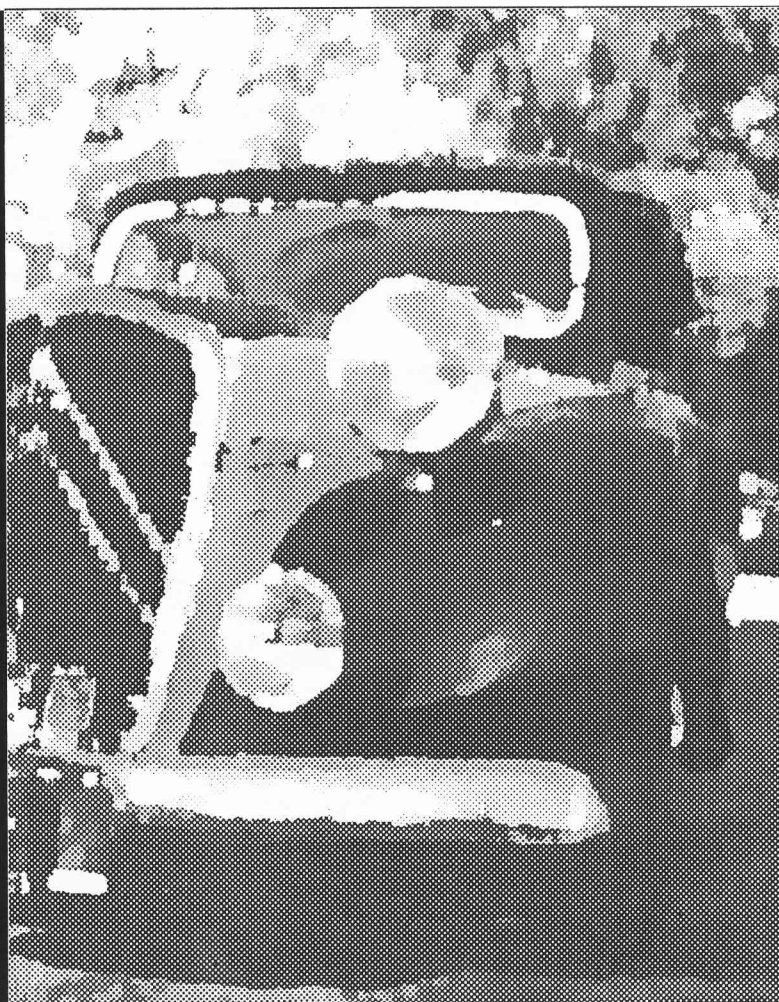
4-SPEED ID CONVERSIONS

ALL VEHICLES RESTORED/REBUILT TO CUSTOMER'S REQUIREMENTS

ALL GS/ID/DS WORK UNDERTAKEN

Traction Restorations Australasia
10 Omeo Highway, Bairnsdale,
Victoria, 3875.

Telephone [03] 5152 1040
Fax [03] 5152 2615



a-tractions

MAY

WEDNESDAY, MAY 27 — MONTHLY MEETING
Canterbury Sports Ground, 8pm
As part of CitIn, in WA we visited Kinetic Suspensions. They have developed a suspension system, utilising Citroën's hydraulics to provide terrific versatility for off-road vehicles. Come along and see the video. Supper provided.

JUNE

FRIDAY, JUNE 5 - MONDAY, JUNE 8 — ausTraction
Mt Gambier.
Full details of this event were included in the last edition of 'Front Drive'. Spaces are strictly limited this year, and remember that booking your accommodation is not enough. You must have registered and paid in full before the event. Registrations close May 18.

WEDNESDAY, JUNE 24 — MONTHLY MEETING
Canterbury Sports Ground, 8pm
Annual Photo & Model Competition. Bring your pictures from Mt Gambier and any others you have taken this year. Prizes will be awarded. Supper provided.

JULY

SATURDAY, JULY 11 — BASTILLE DAY DINNER
Les Halles Restaurant, Swan St., Richmond. Les Halles, who this year celebrated 20 years of providing fine dining to Melbourne, is the 1998 venue for our traditional Bastille Day Dinner. Fixed menu at \$55 per person, plus refreshments. Spaces are limited and BOOKING IS ESSENTIAL, through Jay, by July 1.

WEDNESDAY, JULY 22 — MONTHLY MEETING
Canterbury Sports Ground, 8pm

SUNDAY, JULY 26 — WINTER WARMER RUN
Come and brave the Winter elements by joining the other idiots in CCOCA in the Third Winter Warmer Run. The Club will provide a BBQ Brunch of hot sausage sandwiches at Maroondah Dam. [BYO refreshments.] Booking is essential, with Jay by July 17. We will leave from the carpark of Safeway, cnr Middleborough Rd and Burwood Highway at 9.30am.

AUGUST

SUNDAY, AUGUST 9 — SPARE PARTS [& OTHER THINGS] AUCTION

Leigh Miles' Garage from 11.30am.
Check your garage for those bits you thought you would always need — and never have — clean out those parts from under the bed and turn them into cash at the CCOCA Auction. It's not just for Spare Parts — our 'professional' auctioneers will sell anything that is not tied down!

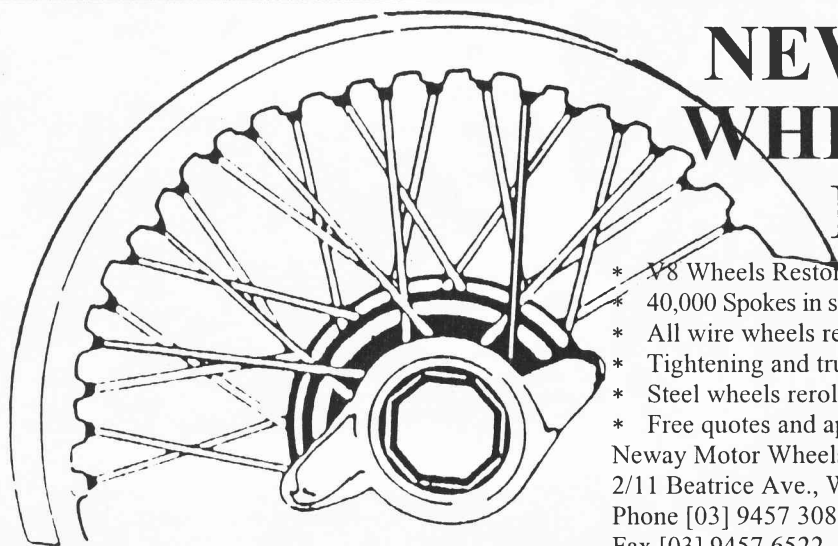
Bring your lunch and the family, BBQ facilities available. RSVP to Leigh Miles by August 6.

WEDNESDAY, AUGUST 26 — MONTHLY MEETING
Canterbury Sports Ground, 8pm

SEPTEMBER

WEDNESDAY, SEPTEMBER 23 — MONTHLY MEETING
Canterbury Sports Ground, 8pm

SUNDAY, SEPTEMBER 12 — OBSERVATION RUN TO QUEENSCLIFFE
Check your navigation skills and see how many wrong answers you can deliver between the Westgate Bridge



NEWAY MOTOR WHEEL REPAIRS PTY. LTD.

- * V8 Wheels Restored — converted to 15"
- * 40,000 Spokes in stock — special lengths to 11"
- * All wire wheels restored and special sizes made
- * Tightening and truing
- * Steel wheels rerolled
- * Free quotes and appraisals

Neway Motor Wheels Repairs Pty Ltd
2/11 Beatrice Ave., West Heidelberg, 3081
Phone [03] 9457 3081
Fax [03] 9457 6522

Operated by the Gilbert Family for nearly 50 years.



and Queenscliffe. Join CCOCA for a fun day out at the seaside

OCTOBER

SATURDAY, OCTOBER 25 — JOINT CONCOURS D'ELEGANCE Como Park, from 11am.

Bring the family, bring a picnic and enjoy a day on the banks of the Yarra. There is a kiosk nearby, for the all-important ice cream. The Main Yarra Bike Path goes right past, so load the bicycles [or hire one on the day] and have a great family outing.

This is a joint event with CCCV and the competition will be tough.

WEDNESDAY, OCTOBER 28 — MONTHLY MEETING Canterbury Sports Ground, 8pm

NOVEMBER

WEDNESDAY, NOVEMBER 25 — MONTHLY MEETING Canterbury Sports Ground, 8pm





SUNDAY, NOVEMBER 29 — ROB ROY HILL CLIMB & CCOCA CHRISTMAS

Rob Roy Hill Climb, Christmas Hills.

Last year this was a great day, with a wonderful collection of Classic and Vintage Cars doing their best on this historic circuit. Once again CCOCA will have a prime position to see all the action and be seen by other car-lovers. Come and join us for the final event of 1998.

TECHNICAL EVENTS

At the time of preparing this issue of 'Front Drive' the technical events for 1998 have not been confirmed. With the great success of the visits to Neway Wheels and Auto Nursery more such outings are in the planning pool.

-  Penrite Oils
-  Tyre Technology
-  Leather Interiors
-  Day visit to Timkin Bearings, in Ballarat

Full details of the Technical Events will be published in the next issue of 'Front Drive', in early July.

**PLEASE NOTE:
JAY HAS A NEW
PHONE NUMBER —
[03] 9853 5998
EVENTS R US!**

ausTraction Registration Deadline!

Bookings for ausTraction in Mt Gambier officially close May 18!

Spaces are limited for some events and we cannot accept more than 60 bookings — no extensions beyond this number can be accepted.

So, if you have booked your accommodation, but have still not Registered and paid, in full, get moving. Or you could be spending ausTraction at home.

Remember, just because you have found a room does not guarantee a place at ausTraction.

REGISTER NOW!

**You can now use your
credit card to purchase
from both CCOCASPARES
and CCOCASHOP**



**And that means you can now pay
for your subscriptions, rally fees,
and those all important spare parts
in a more convenient way**



reunion in Paris

Like rediscovered dinosaurs from an automotive Lost World, three ancestors of the Citroën 'deux chevaux', mislaid for nearly 60 years, went on show in Paris in February.

The cars, complete with the celebrated corrugated bonnets and flimsy, deckchair seats, are the first pre-production models of one of the great icons of post-war France.

They were built in 1938, 10 years before the cheap, low-powered French answer to the Volkswagen Beetle — the TPV, Très Petite Voiture — reached the public. When World War II broke out in September 1939, the cars were hidden under bales of straw in a barn near Chartres to prevent the technology falling into enemy hands. [It may seem unlikely that the Wehrmacht would have coveted the deux chevaux but it was top secret at the time.]

Three years ago the cars were unearthed, filthy, their bonnets stoved in by the weight of the bales, but intact. They became the piece de

resistance at Retromobile, the 10-day exhibition of classic French and foreign cars at the Port de Versailles, in Paris.

The deux chevaux, also famous, or infamous, for its canvas roof, dashboard gearshift and infuriating folding windows, ceased production in France in 1988 and in Portugal in 1990.

A total of 7 million were produced over 40 years. The original brief of the Citroën designers in 1935 — two years before the first VW Beetle — was to produce a car to convert rural France from the horse and cart. More precisely, the intention was to devise a low price car 'capable of transporting two farmers in clogs, 50kg of potatoes or a barrel of wine at 60 kilometres per hour, consuming three litres of petrol for every 100 kilometres'. Aesthetic considerations were on 'no importance'.

The production models of the 2CV exceeded these targets, in terms of petrol consumption at any rate. With

care, the car would give well over 50 miles to the gallon, or 5½ litres per 100km, ensuring its place as one of the most economical cars ever made.

It was, however, never very comfortable at anything more than 80km/h and its death knell was sounded by the building of autoroutes in France from the 1970s onwards.

Thousands survive in the countryside, but they are becoming an increasingly rare sight.

No attempt has been made to restore the rediscovered prototypes; they are displayed just as they were found.

Another 2CV was unearthed, in pieces, at the same farm, close to an old Citroën test track, several years ago. This was a survivor from a small production run, built in 1939. The 1939 car was restored and is now running around with its original two-cylinder engine.

Reprinted from 'The Independent' newspaper, London.



Chrysler's 2CV

Any similarity between Chrysler's CCV [Composite Concept Vehicle] and Citroën's much-loved 2CV is purely intentional.

In the metal, or rather the pale eggshell-blue, thermoplastic, the chubby, cheeky Chrysler with its squat stance, pronounced wheel arches and roll-back canvas roof, has more than a trace of VW Beetle about it. But the air-cooled clatter and whirr reverberating through a Belgian forest earlier this week provided an evocative echo of the French classic.

The CCV's distinctive sound is generated by a 25bhp 800cc V2 power unit, developed by Wisconsin lawn mower engine maker Briggs and Stratton. It's a world away from the more familiar V8 Voyagers and Jeep Grand Cherokees which carry Chrysler's pentastar logo.

CCV's original rationale is indeed rooted in another world — the Third World, although the global automotive industry prefers to speak of 'emerging nations'.

Until recently, Chrysler's rounded baby was known as the China Car, testimony to an ambitious plan to persuade Beijing that

Twin Pot Topics

his cheap to produce and easy to maintain runabout could fill the gap between motorbikes and beaten-up western hand-me-downs.

Mass motorisation is the industry buzzword and the China Car, according to Chrysler's vice-

president François Castaing, could be the environmentally acceptable vehicle for that process.

Lateral-thinking Castaing, formerly with Renault, believes that the CCV could fill an automotive vacuum in emerging economies, just as the Beetle, 2CV, Morris Minor, Fiat Topolino and Renault 4 did in Europe after the war.

At 550kg CCV is half the weight of Chrysler's Mondeo-sized Neon, averages 50mpg and could be produced for a market price of £3,700.

Patience is a prerequisite in negotiations with the Chinese authorities, but Castaing remains cautiously optimistic. 'The Chinese are beginning to understand', he says. 'It is a people's car, for the 80% of Chinese who live in farmlands, who ride mopeds and drive tractors.'



Chrysler

CCV

Whatever the outcome of that ongoing lobbying process, Chrysler is also educating the media on both sides of the Atlantic about a vehicle which simultaneously threatened to break an automotive industry mould and, by dint of its lightweight construction technology, create a highly significant new one.

For a virtually totally recyclable car it is appropriate that inspiration for the body-shell moulding process came from industrial rubbish containers. The material involved is similar to that used in disposable drink bottles.

A massive injection moulding system exerts a 9,000tonne force to create the shell from four composite plastic parts. These consist of respective pairs of left and right inner and outer panels which substitute for no less than 80 stamped and welded steel parts in a conventional body. As a rule of thumb, the CCV's 1,100 component parts equate to 4,000 on a Neon.

These machines are at the heart of as car assembly plant which would occupy less than 20% of the equivalent factory space required to build the Neon in Illinois.

CCV eliminates not only the giant heavy metal press shop but also the expensive paint shop because the matt body hue is dictated by self-coloured plastic. In a curious reversal of Henry Ford's famous dictum, you can have any colour you want, so long as it's not black. That absorbs too much heat in the sunshine.

Tom Moore, general manager of the corporation's Liberty and Technical Affairs division, did not give details of equivalent workforce savings. The company claims this revolutionary operation would be incremental if established overseas, but concedes that CCV takes 6.5 hours to build, more than three times longer than the Neon.

Chrysler is not concealing an industrial agenda with CCV, but says that lessons learned from new systems could change the way it makes vehicles, even if the proving ground is in China or India. America's United Auto Workers Union will be watching and listening with great interest, and not a little concern.

Ken Mack, CCV's programme manager, does not complain if his



bug-eyed automotive pioneer is dubbed a toy. Making it as easy to build as a toy was the original technical remit, and he certainly has a boyish enthusiasm for his new car, which deserves a proper name to suit its distinctive personality.

Mack patiently rode shotgun as pampered motoring journalists

enjoyed a brief dash along a forest track near Brussels, the CCV's eight inch ground clearance and long-travel suspension soaking up the bumps and ruts.

To the accompaniment of whining straight-cut gears, we grappled with the novelty of an up-and-across four-speed column change and non-



assisted brakes and steering, with a wheel that is angled too close to the straight-edged front windscreen. Door handles and locks are basic but effective, although the knurled handles which slide the windows up and down require practice.

Minimalist instruments consist of speedometer, fuel gauge and battery charge warning light while a cluster of push-pull toggles control various functions including the heater. Quick release fasteners keep the bonnet in place and Targa-type motoring is

available courtesy of the canvas roof.

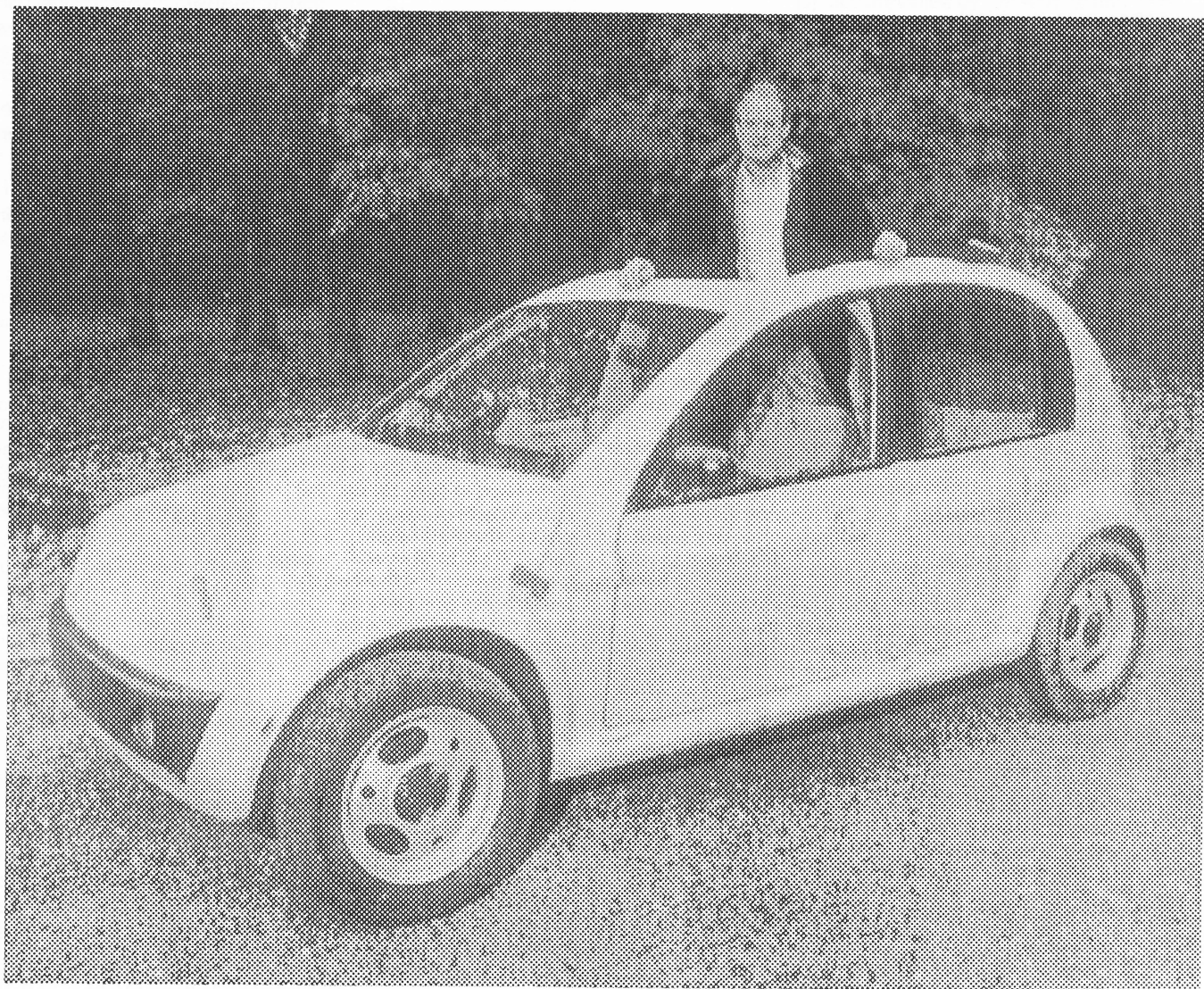
Apart from the engine and transmission the only metal in the CCV is a sturdy ladder chassis bonded to the plastic shell. There is no soft trim to speak of, and the velour finish on the five seats looks incongruous.

Close proximity to the undergrowth provides a distorted sense of speed. On asphalt, 25bhp and a lightweight frame means 0-30mph acceleration in six seconds, with 60mph taking

another 19 seconds. Top speed is a nominal 70mph.

Perhaps a little too cheap and cheerful it remains to be seen whether the CCV fulfils its global potential. Still, Chrysler has already displayed the more sophisticated Pronto concept using CCV technology but designed for First World tastes.

The Daily Telegraph, November 1997.



member's models

A Citroënian Baptism — Peter Sandow has finally got his 11BL on the road and functioning. Over Easter Peter, Christine and Tom headed into the Australian Alps to experience the true joys of Tractioning.

At long last we have completed a full immersion baptism.

Our 11BL is on the road, with the inaugural trip from Melbourne to Mt Hotham, via Bairnsdale and home, about 700 miles on the speedo.

A great Easter break across just some of the best Victorian landscape. Dramatic images of high altitude panoramas, the black Berline, stainless steel trimmed, streaking the high plains, carving the sweeping mountain curves, the Solex throat gargling crystalline alpine air.

It was fantastically enjoyable and I hope next Easter other members can come; in fact we invite any who wishes to join us for Easter at Hotham taking in the festivities.

Aiming to leave early Friday morning, 5.00 is early, 9.00 is also early for some, so we got away about 10.00. Three up, Tom, the third son was with us going for the Three Peaks Cross Country Run and mountain biking, ie riding your two wheeler down cliffs.

Christine and I were going for the break, some pre-season lodge maintenance and convivializing at the polo at Horse Hair Plain.

Starting a long trip such as this, relying on unknown machinery, there is no doubt, trepidation is a sensation that enters your psyche. Intrepid, yes, does this mean fearless or stupid?

So off and onto the great South-Eastern Free for All. By Warrigal Road I have clearly, in my mind, definitely established eight new noises,

possibly with three new smells attached. By Stud Road, an additional resonance, with no smell...it's going to be a long way to Hotham.

But past Beaconsfield, Pakenham and by now we are well on our way to Warragul, still nothing has exploded. I can even sense the thawing of the leading passenger, 'the heater is

Traralgon looms. 'Wow, this fantastically reliable, hot-rod cruisemobile needs rocket fuel', we all get a drink. A bit of a browse around the tourist information pavilion. This deco style of travel turns you into a tourist...and all aboard, our sights set for Bairnsdale.

Three reasons for the Princes/Omeo Highways route in lieu of the Hume. First, the Hume is now boring with no vistas comparable with those offered by the alternative. Second, I figured there are more towns on the Gippsland highways; so I won't have as far to walk after the explosion. And third, a leading disciple of Citroënism not only resides in Gippsland's eastern metropolis, and he played quite a part in the reincarnation of this particular Berline. Naturally we are keen to exhibit the product of joint enterprise.

Mel and Colleens' welcome was warm as ever, but I was probably caught a little by his surprise that we had made it. Surprise may well have been enthusiasm for the distance of the inaugural voyage. Mel showed us around his renovated home and his home of Citroën renovations. We're lucky when our work is our

recreation — Mel's recreation I can say doesn't look to be a real chore. The interesting aspect of the projects was not the diversity of conditions, but the variety of models in the garage. Apart from an 11 and a 15, a very interesting Ho Chi Minh City Cabriolet, a groovy CX, a lovely ID19,



better than the Ford's'. I remember back in Scouts, Warragul was pressing the limits, but now, we bore past, by-passing the Gippsland metropolis, barrelling on, down the autobahn — a shame really, a previous bench mark is now illegible, un-experienced.



CCOCA Constitution

CONSTITUTION OF THE CITROËN
CLASSIC OWNERS CLUB OF AUSTRALIA
[INCORPORATED]

PART 1. NAME OF THE CLUB.

1. The name of the Club shall be the "Citroën Classic Owners Club of Australia Incorporated" [herein after called "the Club"].

2. In this constitution —

[a] "membership", "member", "Executive Committee member", "office bearer", "general meeting", "Executive Committee meeting" shall mean membership, member, Executive Committee member, office bearer, general meeting, annual general meeting, Executive Committee meeting of the Club and "general meeting" shall include annual general meeting.

[b] "Given address of a member" shall mean the address given by a member to the secretary of the Club.

[c] "Classic Citroën" shall mean a motor vehicle being a Citroën motor vehicle that is —

[i] at least 20 years old at the commencement of the relevant financial year or

[ii] deemed by the Executive Committee to be a Classic Citroën.

[d] "Relevant financial year of the Club" shall mean the period from the 3rd day of March to the succeeding 2nd day of March or such other period being a period of 12 months deemed by the Executive Committee to be the relevant financial year.

[e] "Executive committee" shall mean Executive Committee of the Club for the time being.

[f] "By-laws" shall mean by laws of the Executive Committee of the Club.

3. This constitution is divided into the following parts —

[a] Part 1 — Name of the Club — Clauses 1 — 3.

[b] Part 2 — Objects of the Club — Clause 4.

[c] Part 3 — Membership — Clauses 5 — 11.

[d] Part 4 — Annual General Meeting — Clauses 12 — 16.

[e] Part 5 — Convening of Meetings — Clause 17.

[f] Part 6 — Special General Meetings — Clause 18.

[g] Part 7 — Procedure at General Meetings — Clauses 19 — 20.

[h] Part 8 — Executive committee Meetings — Clauses 21 — 24.

[i] Part 9 — Voting rights and Procedure — Clauses 25 — 31.

[j] Part 10 — Quorum at Meetings — Clause 32.

[k] Part 11 — Accounts and Funds — Clause 33.

[l] Part 12 — Secretary's Duties — Clause 34.

[m] Part 13 — Treasurer's Duties — Clause 35.

[n] Part 14 — Constitution and Statement of purposes — amendment and interpretation — Clauses 36 — 38.

[o] Part 15 — Dissolution — Clause 39.

[p] Part 16 — Referendums — Clause 40.

[q] Part 17 — Common Seal — Clause 41.

PART 2 — OBJECTS OF THE CLUB.

4. The objects of the Club shall be —

[a] to foster, promote and encourage the restoration, preservation and maintenance of classic Citroëns;

[b] to create opportunities for, and to encourage the development of, social intercourse between the members and between other persons or bodies interested in fostering an appreciation of classic Citroëns and otherwise promote the objects set out in paragraph [a];

[c] generally to organise and direct such activities as shall be appropriate for giving expression to the interest of members or for carrying out any of the above objects.

PART 3 — MEMBERSHIP.

5.

[a] Membership of the Club shall consist of —

[i] full members;

[ii] associate members;

[iii] honorary members;

[iv] joint members admitted pursuant to clause 7 [b].

[b] The Executive committee may in its absolute discretion refuse to admit a person to membership of the Club.

6. Eligibility for Membership

[a] Any natural person who endorses the objectives of the Club shall be eligible for full membership of the Club.

[b] The Executive committee may admit to honorary membership of the Club such persons as it deems fit.

7. Application for membership and renewal of membership.

[a] Each application for membership must be —

[i] in writing on a form decided by the Executive committee to be appropriate for the purpose; and

[ii] accompanied by the subscription relevant to such membership together with an entrance fee being an amount determined by the Executive committee from time to time to be an amount appropriate for that purpose and published in the by-laws; and

[iii] returned to the Secretary.

[b] A nominee of a member may be admitted to the Club as a joint member thereof without payment of any additional fee or subscription provided that —

[i] a written application for joint membership is made to the secretary and

[ii] that member is a fully paid up member at the date of the application for joint membership. Such joint membership shall continue until —

a) the Secretary is notified by the member or joint member of his/her/her desire to terminate such membership; or

b) the member ceases to be a fully paid up member.

[c] The nominee of a member admitted to membership pursuant to sub-section [b] hereof will not be entitled to any additional club magazine but shall be entitled to vote at general meetings, to participate in Club functions and business and be eligible for election to the Executive committee.

8.

[a] The annual subscription for the categories of membership of the Club shall be determined by the Executive committee from time to time and published in the by-laws.

[b] Renewal of a member's membership of the Club shall be effected by payment to the Secretary of the Club of the



CCOCA Constitution

amount of the annual subscription appropriate to the category of membership sought within 41 days of the last day of the financial year of the Club.

[c] A member's membership of the Club will be cancelled if that member's annual subscription is not received within the time limited in subclause [b] hereof.

9. If within a period of 14 days after cancellation a person whose membership has been cancelled in accordance with clause 8 hereof gives an explanation satisfactory to the Executive Committee for non-payment of his/her subscription, the Executive Committee may, on the payment of that member's arrears then outstanding reinstate him as a member of the Club without payment by him of a joining fee as prescribed by clause 7 [a] [ii] hereof.

10.

[a] Subject to subclause [b] hereof the Executive Committee may expel a member from the Club if it considers such an expulsion to be in the interests of the Club.

[b] A member may be expelled by the Executive Committee by resolution made upon secret ballot at any Executive Committee meeting provided—

[i] that member has been notified in writing by the secretary at least seven days prior to that meeting of the Executive Committee's intention to consider his/her expulsion such notification containing a short statement of the grounds upon which the Executive Committee intends to consider his/her expulsion; and

[ii] the Executive Committee considers any submission made by that member in answer to those grounds whether orally or in written or both; and

[iii] a majority of at least two thirds of the Executive Committee, subject to clause 29, then present and voting votes in favour of such expulsion.

[c] Any member expelled by the Executive Committee pursuant to the provisions of this clause may appeal against such expulsion to a general meeting of the Club who may after hearing that member, vote on a question of that member's expulsion. A two thirds majority of the members present and voting shall be required to endorse such expulsion.

11.

[a] The management of the Club shall be

vested in an Executive Committee which shall be comprised of the:

[i] President;
Secretary;
Treasurer;
Editor of the Club Magazine;
Spare Parts Officer;
Activities Officer;
Executive committee Person/s;

[ii] and who shall be full or joint members of the Club.

[b] In the event of insufficient nominations, members may hold more than one Executive Committee position with the exception of the President who shall not hold any other Executive Committee positions, concurrently.

[c] The duties of each of the Executive Committee members shall be defined by the Executive Committee from time to time and noted in the Executive Committee minutes.

[d] The Executive Committee may invite any person to any meeting of the Club or of the Executive Committee to act in an advisory capacity.

[e] The Executive Committee may form sub-Committees to foster the objects of the Club under the control of such persons as the Executive Committee may designate from time to time. The Executive Committee may delegate such powers to each sub-Committee as in its discretion it considers appropriate but shall not delegate this power of delegation. Each sub-Committee shall report to the Executive Committee on the conduct and performance of its duties to each meeting of the Executive Committee or at such other times as the Executive Committee shall determine.

[f] Any sub-Committee shall include a member of the Executive Committee.

[g] Subject to clause 11 (h), each Executive Committee member of the club shall hold office until the annual general meeting next after the date of his/her election but is eligible for re-election.

[h] No member of the Club may hold the office of President of the Club for longer than three years, consecutively. Upon completion of three consecutive years in this office the member must stand down from that office. Such a member is eligible for another Executive Committee position and shall be eligible for the office of President at the annual general meeting

next after the date of his/her relinquishing the office.

[i] The Executive Committee, on behalf of the membership, may in the event of a vacancy in any office referred to in sub-clause [a], appoint one of its members to the vacant office and the member so appointed may continue in the office up to and including the conclusion of the annual general meeting next following the date of his/her appointment, subject to clause 11 (h).

[j] For the purposes of the constitution, any Executive Committee position becomes vacant if the member:-

[i] ceases to be a member of the Club;

[ii] becomes insolvent under administration within the meaning of the Companies [Victoria] Code;

[iii] resigns his/her office by notice in writing given to the Secretary; or

[iv] is absent without leave as outlined in Part 8, clause 23.

PART 4 — ANNUAL GENERAL MEETING.

12. The Annual General Meeting of the Club shall be held within 91 days of the last day of the financial year of the Club. The day and time for the holding of the Annual General Meeting shall be determined by the Executive committee.

13. The Treasurer shall submit a written statement of the Club's finances for the preceding financial year to the Annual General Meeting, such statement containing full details of accounts showing receipts and expenditure for the preceding financial year and such meeting shall be competent to entertain and transact any business of the Club. The President of the Club shall submit a report on the activities of the Club conducted by the Club in the preceding 12 month period.

14. The each Annual General Meeting the President, the Secretary, the Treasurer and other Executive committee members including co-opted members shall retire and the meeting shall elect eligible members to fill such positions. Any two full or joint members may by notice in writing nominate another eligible member for any such position but a member may not nominate nor second his/her or her nominated joint member, pursuant to this constitution. Each nomination shall be signed by each nominator and by the nominee



indicating his/her or her willingness to stand for election and shall be in the hands of the secretary at least seven days prior to the Annual General Meeting. The election of members of the Executive Committee shall be by ballot. An elected member retiring at an Annual General Meeting shall be eligible for re-election, subject to Part 3, clause 11 [g] [l] hereof.

15. In the event that no nomination is received for a position or positions on the Executive Committee prior to the commencement of the Annual General Meeting nominations for such position or positions may be called at the meeting.

16. The only members entitled to vote at any general meeting or eligible to hold office shall be full members who have paid their annual subscriptions for the current financial year and joint members admitted as members pursuant to this constitution.

PART 5 — CONVENING OF MEETINGS.

17. At least 21 days notice in writing of an Annual General Meeting or Special General Meeting and at least seven days notice in writing of all other meetings shall be given by the Secretary by forwarding a copy of such notice to each member at his/her or her given address in the case of general meetings and to each member of the Executive Committee at his/her or her given address in the case of Executive Committee Meetings. Such notice shall state the time, the place and the nature of the meeting and shall set forth the nature of the business to be transacted. At a special general meeting no business other than that of which notice has been given shall be conducted at such meeting. The failure of receipt by any member of such notice shall not invalidate any resolution of such a meeting provided the notice was given as aforesaid.

General Meetings shall be held at the discretion of the Executive Committee not less than four times per calendar year.

PART 6 — SPECIAL GENERAL MEETINGS.

18.

[a] Special General Meetings may be convened by direction of the Executive Committee and notified to the Secretary in writing as per clause 17.

[b] Special General Meetings may be convened on request in writing signed by not less than 20% of the full members stating the business for which the Special General Meeting is required such request to be addressed to the Secretary who shall convene such a meeting.

PART 7 — PROCEDURE AT GENERAL MEETINGS.

19. At all general meetings the President shall be Chairman and in his/her absence such Executive Committee member as is appointed by the Executive Committee

provided that upon a vote no confidence the meeting may proceed to elect as its Chairman any full or joint member present. At such meetings each full and joint member other than the Chairman shall have one vote and in the event of an equal number of votes being cast for and against a motion the Chairman shall have the casting vote. The minutes of every meeting shall be taken by the Secretary, or a person nominated by the Executive Committee and such minutes shall be available for perusal by any member giving reasonable notice to that effect to the Secretary of the Club.

20. Any decision at a general meeting other than an amendment to this constitution or a dissolution of the Club shall require a simple majority of members present.

PART 8 — EXECUTIVE COMMITTEE MEETINGS.

21. The Executive Committee shall meet at such times as are determined by the Executive Committee or by the joint direction of the President and the Secretary. Notice of each Executive Committee Meeting shall be given by the Secretary to each Executive Committee member in accordance with the procedure laid down in clause 17 hereof. Only Executive Committee members shall receive notice of Executive Committee Meetings.

22. The Executive Committee shall have the power to co-opt members to fill vacancies on the Executive Committee if such vacancies arise during the relevant year.

23. Any member of the Executive Committee who is absent without leave granted by the Executive Committee from three meetings, within a club year, thereof shall at the close of the third such meeting cease to be a member of the Executive Committee and the Executive Committee shall declare a vacancy in that member's office.

24. The Executive Committee shall have the power to make by-laws for the better management of the Club provided such by-laws are not inconsistent with this constitution. The Executive Committee shall publish such by-laws so made in the by-laws Book of the Club and shall make such book available for inspection by members of the Club.

PART 9 — VOTING RIGHTS AND PROCEDURE.

25. Full members and joint members may vote at all general meetings of the Club. Associate and honorary members shall not vote. The Chairman shall vote only in accordance with clause 19 and 29 hereof.

26. A member entitled to vote may vote by proxy at any general meeting subject to completion by him/her of a proxy form in accordance with clause 28 hereof. Proxy votes may be exercised by full and

joint members of the Club only and such a member is entitled to only.

27.

[c] The Secretary shall make available to a member at that member's request a proxy form in accordance with the form set out in clause 28 hereof.

[d] Each proxy form must be completed by the member granting such proxy and returned to the Secretary prior to the commencement of the meeting for which such proxy vote is intended to be exercised.

28. Each proxy vote shall contain the following —

I, _____ being a member, entitled to vote, of the Citroën Classic Owners Club of Australia Inc. He/She/hereby authorise the following member entitled to vote _____ to vote on my behalf at a meeting to be held on the _____ day of _____.

Signed: _____.

29. The President or, in the case of the absence of the President, the elected Chairman shall not vote at any meeting but may exercise a casting vote in accordance with clause 19 hereof.

30. Subject to this constitution voting at all meetings shall be by show of hands save and except that voting shall be by secret ballot if a request to that effect is made by a member.

31. Subject to provisions of clauses 20, 32, 36 and 39 hereof, a simple majority of those present personally or by proxy and entitled to vote shall be sufficient to pass any resolution at any meeting.

PART 10 — QUORUM AT MEETINGS.

32. A quorum of members entitled to vote shall consist of at least the following:-

[a] at an Annual General Meeting 25% of the members entitled to vote;

[b] at a Special General Meeting 25% of the members entitled to vote;

[c] at a General Meeting 20% of the members entitled to vote;

[d] at any Executive Committee Meeting 50% of the Executive Committee.

PART 11 — ACCOUNTS AND FUNDS.

33.

[a] The funds of the Club shall be banked in a separate bank accounts in the name of the Club at a bank nominated by the Executive Committee for the purpose.

[b] The account shall be operated by any two members of the Executive Committee who shall in each financial year make their signatures available for registration by the bank.

[c] All accounts payable by the Club shall be presented to the Executive Committee for approval prior to payment — provided that the Executive Committee may



CCOCA Constitution

authorise the Treasurer or Spare Parts Officer to expend an amount determined by the Executive Committee from time to time in the ordinary conduct of the Club's affairs such expenditure to be ratified by resolution at the Executive Committee meeting next after the expenditure.

[d] The funds of the Club shall be derived from entrance fees, annual subscriptions, donations and such other sources as the Executive Committee determines.

PART 12 — SECRETARY'S DUTIES.

34. The Secretary shall keep a faithful record of the business transacted at all meetings. He/She shall keep a register of members in which shall be entered the full name, address and date of entry of each member. He/She shall keep in his/her custody or under his/her control all books, documents and securities of the Club. The register of members and these books, documents and securities shall be available for inspection by any financial member of the club by arrangement with the Secretary. The books and documents will include a copy of this constitution, the by-laws book and a membership receipt book. He/She shall present a report to the Annual General Meeting and perform all secretarial duties imposed on him by the Executive Committee and will generally be responsible for the proper performance of all duties by members of the Club.

PART 13 — TREASURER'S DUTIES.

35.

[a] The Treasurer shall receive and disburse the moneys of the Club as authorised by the Executive Committee. He/She shall keep correct accounts of all such transactions and shall lodge in a bank approved by the Executive Committee all money received by him/her and shall present at each meeting of the Executive Committee a current report of the finances of the Club together with the bank account/(s) and shall present to the Annual General Meeting a written financial statement in respect of the period that has elapsed since the previous Annual General Meeting such financial statement to be signed by the Treasurer and, if required by the Executive Committee, countersigned and approved by an independent auditor.

[b] The Treasurer may appoint a finance sub-Executive Committee to assist him in his/her duties under this constitution but

the Treasurer shall be responsible for keeping records of the Club's assets, liabilities and moneys.

PART 14 — CONSTITUTION AND STATEMENT OF PURPOSES — AMENDMENT AND INTERPRETATION.

36.

[a] Any amendment to this constitution and statement of purposes may be made at an Annual General Meeting of the Club or at a Special General Meeting provided that the notice referred to in clause 17 hereof shall in such case specify with precision the proposed amendment and that written advice of intention to alter or amend is given to all financial members at least 21 days prior to the meeting at which the motion to amend is to be put.

[b] A majority of at least three quarters of members present and voting shall be required to effect any amendment to the constitution or statement of purposes.

37. Each member in consideration of his/her membership agrees to abide by the Constitution and By-Laws of the Club as amended from time to time in accordance with this constitution. In all cases of dispute as to the interpretation of the constitution the Executive Committee's decision on its interpretation is binding upon all members.

38. A member shall obtain a copy of this constitution upon being granted membership and may obtain a further copy or copies upon request to the Secretary and upon payment of the cost of providing same.

PART 15 — DISSOLUTION.

39.

[a] The Club may be dissolved by a Special General Meeting convened for that purpose. Notwithstanding any other provision hereof, a resolution of dissolution of the Club shall be required to be passed by a majority of not less than three quarters of those present and entitled to vote.

[b] On dissolution any assets of the Club then remaining after the discharge of any liabilities of the Club shall be distributed in accordance with the direction of the Executive Committee.

PART 16 — REFERENDUMS.

40.

[a] The Executive Committee may submit any motion at any meeting to a referendum.

[b] Voting papers for such a referendum shall be sent by the Secretary to each member's given address with the requirement that such papers be returned within seven days of delivery.

[c] Voting at such a referendum shall not be compulsory.

[d] Requirements for a quorum shall apply to a referendum as if such referendum were a Special General Meeting of the Club.

[e] A two thirds majority shall be sufficient to carry any such referendum.

PART 17 — COMMON SEAL.

41.

[a] The common seal of the Club shall be in the custody of the Secretary.

[b] The common seal shall not be used except by the authority of the Executive Committee and this shall be attested to by the signatures of two members of the Executive Committee.

STATEMENT OF PURPOSES.

42. The name of the proposed incorporated association is Citroën Classic Owners Club of Australia Incorporated.

43. The purposes for which the proposed incorporated association is established are:-

[a] To foster, promote and encourage the restoration, preservation and maintenance of classic Citroëns as defined in the constitution 2 [c].

[b] To create opportunities for, and to encourage the development of, social intercourse between the members and between other persons or bodies interested in fostering an appreciation of classic Citroëns and otherwise promote the objects set out in paragraph [a];

[c] To organise and direct such activities as shall be appropriate for giving expression to the interest of members or for carrying out any of the above objects.



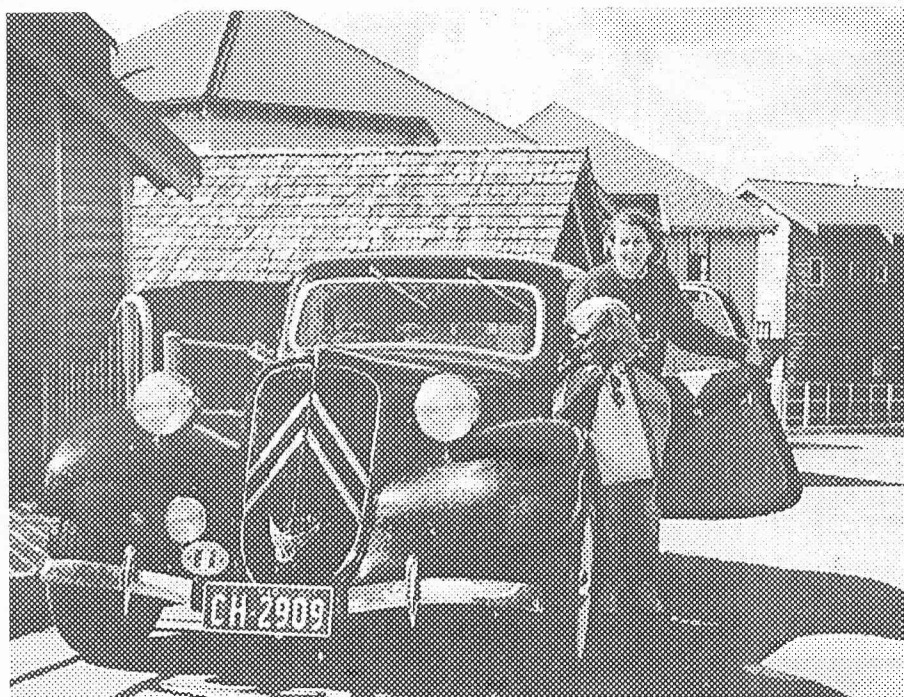
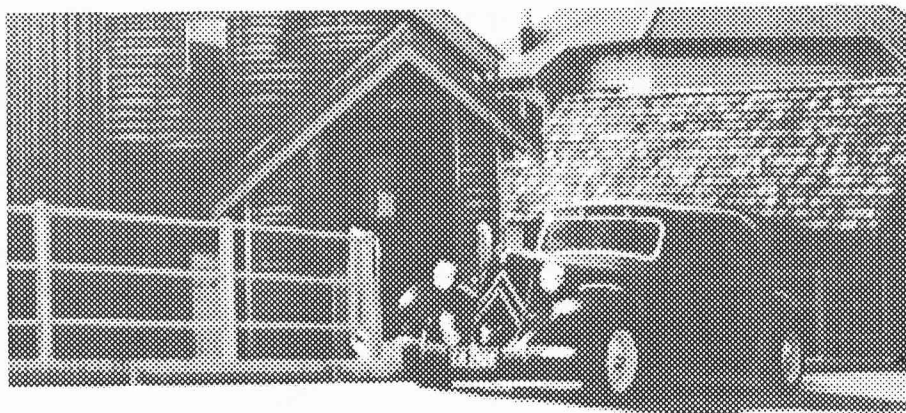
member's models

a Special and a spritzig VISA buzz box!

Leaving Bairnsdale the next portion of the trip was just delightful, the car drove beautifully. Bruthen, Ensay — a split level town, sitting prettily by the Tambo River, Swifts Creek, an historic milling town, well known to architects and builders as the origin of some of the country's best kiln dried hardwood and Omeo the long established entry gate to the Bogong High Plains.

Omeo feels remote. The town layout is not immediately identifiable. It's not

a straight through town, it's topography is wobbly. The streets wind around and run on a slant, incorrectly cambered, just right for a Traction. This place is original. The engineers haven't got to it yet. Re-kerbing and channelling, re-aligning street turning radiuses to insure this street scape is smeared into oblivion, removing all identifiable town individuality, hasn't been attempted yet. The streetscape hasn't been blurred into an indistinguishable, banal composition of town planning treatments.



I actually hope in the future the Omeo Shire remains fiscally short. Sufficiently short so there is no chance for an inspirational civic program to implement the grand vision for tomorrow.

The transaction to purchase petrol was quite a social affair. EFTPOS trading will eventually anaesthetise that exchange. Now from Omeo to Hotham the road has only, a month ago, been re-opened as an entirely sealed Highway, and anointed with a new name...The Great Alpine Road. This applies to the whole track from Bairnsdale to Wangaratta. This exciting new tourist attraction, of course, has been around since before the 1850s, but with the new name it's ready to be re-discovered.

There were only two hills that pushed the Citroën down to second gear. The first, immediately leaving Omeo, approximately a mile and a half of a steady upward wind and the second, halfway to the alpine village, the Cobungra Hill again forced the selection of the intermediate gear.

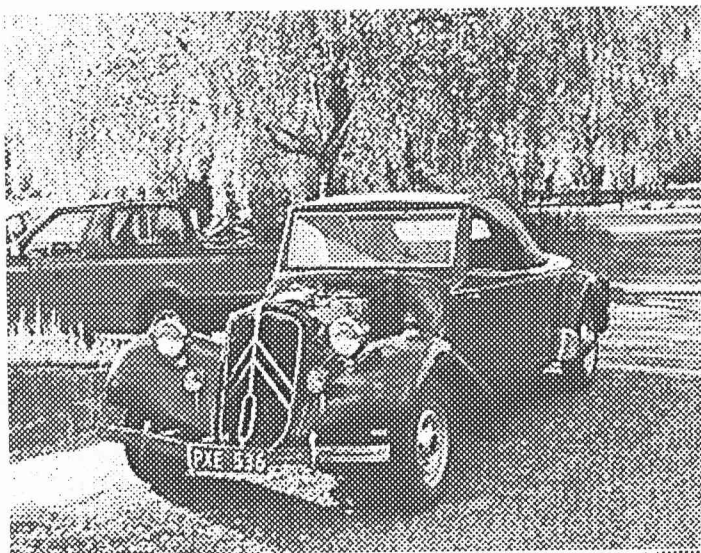
Overall I did re-discover this beautiful Highway — the front drive just salivates for the well cambered corners, the motor has great pull. And we had a relaxing Easter at Hotham, no explosions and I 'nearly' beat my son in the cross-country [he got lost] and the trip home was just as good: down hill all the way.

It's difficult to define, but driving these cars forces a sharper focus, perhaps not as forgiving — or is it that a greater consciousness is demanded — to understand and then enjoy, that relationship between the vehicle dynamic and the sculpture of the road. Today's world car it seems has diluted this contact experience. We now just drive to stay alive, it's great to drive and to feel alive.

Peter Sandow



NEWS FROM *the net*



News from the 'Net this issue looks at something that might appear to be becoming a major cause for concern in Europe; 'Bamboo Traction'. Members with access to the internet may well have seen reference to this matter on sites in Sweden [the source of the material shown here] and elsewhere.

A report on a Traction Avant Cabriolet made in Vietnam.

This is not an original Citroën Traction Avant Cabriolet. This car is built on a 1954 standard Normale [11BN].

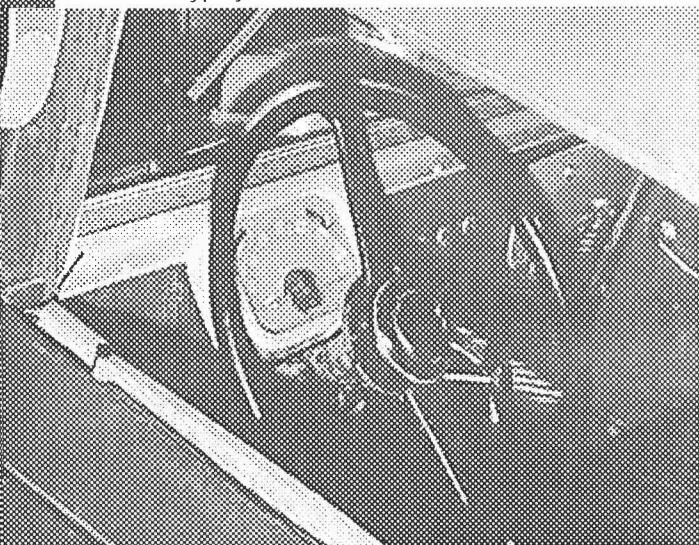
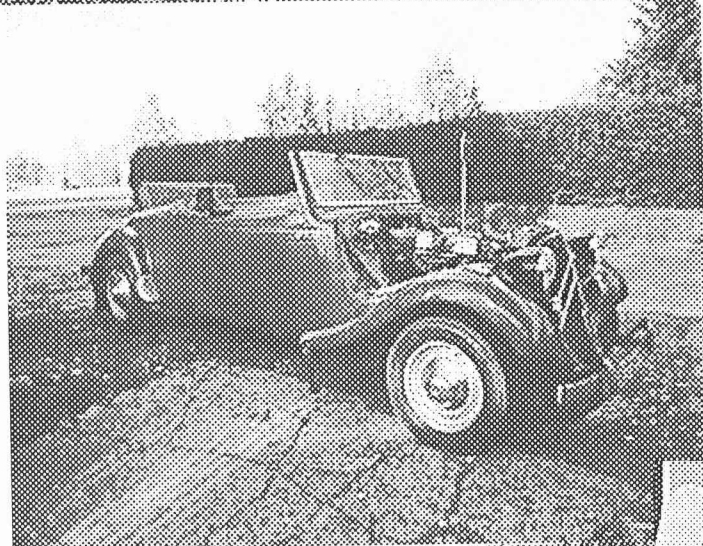
The rebuilding of this car was made in Vietnam with methods available to them. The lack of original spare parts has put a special character on this project. Parts from other vehicles had to be used. Many things are handmade such as hubcaps, trimmings on doors and grill. Some technical solutions may be somewhat doubtful [see driveshaft and brakedrum/hub]

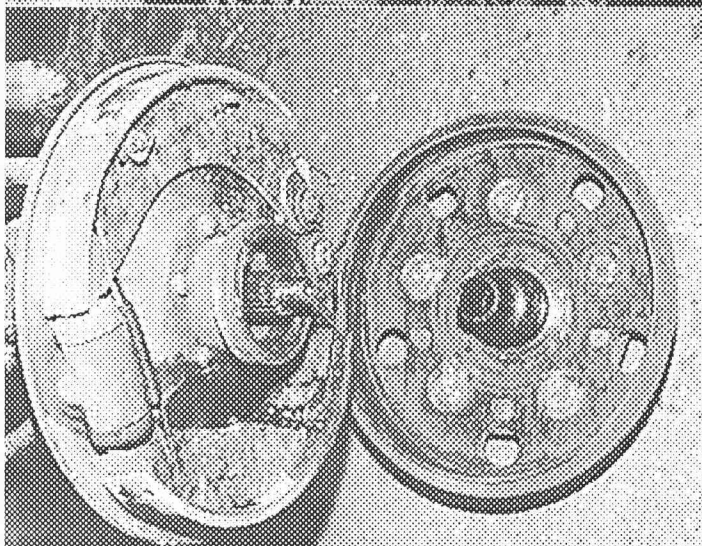
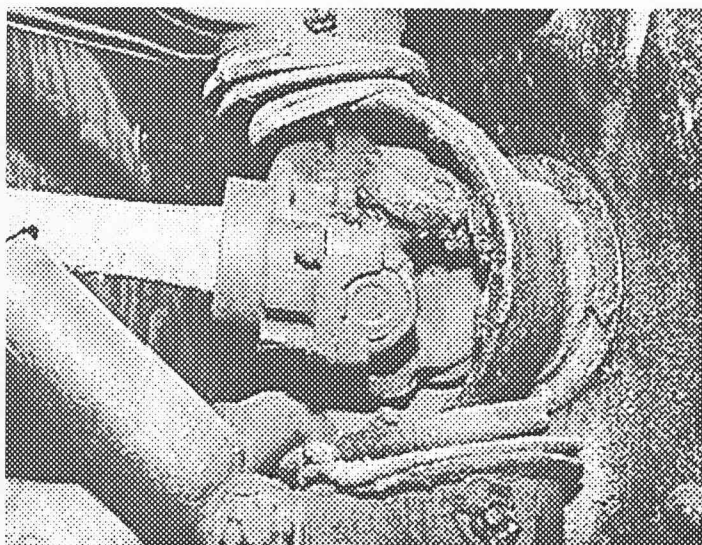
Note that the dashboard is post 1952.

The shape of the rear is not the same as on a original Traction Avant Cabriolet. The top and interior is made of synthetic leather. The window frame is not foldable.

Spare wheel cover is a standard redesigned one.

Here you can see the interior of the car and some pictures of driveshaft and brakedrum/hub. As you can see this is far away from original. The outer driveshaft joint is a simple cardan cross type used on rear wheel driven vehicles and tractors. Wheel bearings, hubs and brakedrums are altered beyond recognition. The front wheel bearings are of the type you will find on the rear axle.





I have had reports from a number of countries where these horrible Traction have showed up.

The most tragic thing of it is that the buyers sometime have been lead to believe that these cars actually are original Citroën Traction Avant Cabriolet models. In some cases this has resulted in legal actions in order to reverse the sale. There are unscrupulous persons out there trying to sell these falsified cars to unaware customers. I know that these 'bastard cars' have shown up in many countries [Holland, Sweden, Germany, France, USA, Norway, Finland and Denmark]. And I am sure they have popped up elsewhere too!

The most recent report came from Denmark where three of these 'bamboo replicas' showed up.

The white car [bottom left] in the background is supposedly a '1937 11BL Cabriolet' and the dark one in the foreground is a strange car built on a 15CV chassis but with a 11CV engine. Both these cars are of course absolute bastards. There are reports that some of these cars have been on sale in Germany as 'genuine' Citroën Cabriolets.

Beware of ads in the papers, be suspicious, get expert opinion if in doubt!

Top right is the same Legere Cabriolet as on the picture referred to above. Note the small details on these cars, they are so obviously fake for someone with a bit of Traction Avant knowledge.

This car below [middle right] is also a Traction Avant Normale Cabriolet 'Made in Vietnam'. This car however has got nothing to do with the two cars mentioned above.

I believe a word of warning is appropriate here. If you really want to own a Traction Cabriolet it most certainly will be more rewarding if it is genuine. A genuine Traction Avant Cabriolet will be a lot more expensive though.

I would imagine that Traction owner clubs around the world will not condone or support any transactions involving these non original Citroën Cabriolet cars.

If you are about to buy a Traction Avant Cabriolet and suspect that it might not be all original get in contact with your Traction Club and get some help to investigate the car before you make any purchase that you perhaps later will regret.

Here is another one [right bottom] — a 'bamboo replica'

If anyone knows of other fake Vietnam Traction Avant Cabriolet cars, please let me know and if you have pictures of them I will be happy to take a look at them.

The information contained in this article has been sourced from a site on the internet, there is, therefore no guarantee that the information supplied is accurate or truthful. It has been reprinted by CCOCA to provide information that may be of interest to members of the Club and does not necessarily reflect the views of the Committee or any members of the Committee.





Citroën Workshop Manuals SPECIAL OFFER

CCOCA have the rare opportunity to bulk order Peter Russek Workshop Manuals direct from the publishers in the UK. These Manuals are recommended by Citroën [UK] and are produced with every possible co-operation of their technical department. They are sold throughout the Citroën dealer network in the UK.

However, to deal direct we must place an order of at least 20 manuals — mixed titles. The full range of Citroën titles is shown below.

Manuals available for:

BX1700/1900 Diesel to 1987
 BX Diesel/Turbo 1988 to 1992
 BX16, BX19, Petrol to 1992
 BX, BX14E, BX14RE 1.4litre to 1986
 Visa/C15 Van Diesel
 AX Petrol, 10E, 10RE, 11RE, 11TRE, 14TRS, 14TZS to 1990
 AX Petrol, models to 1991
 AX Diesel, 14D, 14RD, 14TRD, 1.4litre
 ZX, 1400cc, all models to 1992
 ZX, 1.6/1.9litre, Petrol, Advantage, Volcane
 ZX Diesel, Turbodiesel, Aura, Reflex, Advantage to 1993
 XM, 4cyl, and V6 engines, to 1998
 XM Diesel, Turbodiesel to 1998
 Xantia, Petrol, XU5, XU7, XU10J2, XUJ4 engines to 1998
 Xantia Diesel, all engines to 1998
 C25D, Van, Camper, 1.9/2.5litre

All above manuals are £14.50, retail or £12.50 if ordered through the Internet [+p&p].

Small manuals available for:
 Visa Club to 1984, Visa II Club,

Special 652cc

Visa Super, 4-cyl, 954, 1124, 1210, 1361cc to 1986
 2CV 4 and 2CV 6, 1970 to 1987
 Ami 8, Saloon, Estate to end of production
 GSA & G Special, GS X, GS X3, 1300cc
 BX14, models to 1986
 BX16, models to 1986

All above manuals are £7.00, retail or £6.50 if ordered through the Internet [+p&p].

Final cost to us will depend on postage and customs duty [if charges] but we anticipate landing the large manuals for £10 and the small for £5.

Please use the CCOCASHOP Order Form with this issue of 'Front Drive' to secure your copy of these excellent manuals. Orders must be placed with CCOCASHOP by 30 June, 1998.



Citroën *at Tokyo*

In a recent edition of 'Front Drive' we featured two of Citroën's concept cars from the 1980s — the Activa and Activa 2. At the 31st Tokyo Motor Show Citroën was the only French manufacturer to exhibit a concept vehicle. Here is the view of it as seen by 'French Car Connection Web Team'

Of the three French car manufacturers, only Citroën exhibited a concept car, Xanae [the other two displayed F1 machines].

But this name is pronounced [egzanae], just like Xantia (which is pronounced [egzantia] in Japan).

Interior of Xanae [right]. Though it's a concept car, the seats have that unique Citroën shape, which looks like it was scooped out with a spoon. I'd like to be seated in it.

And, as expected [should I say], there was a headphone jack on the rear seat.

Of course, the suspension of Xanae is hydropneumatique. It was obvious, but I was happy to confirm it.

It seemed to have been running quite a lot outdoors [the appearance could be seen on a video monitor], the exhaust pipes had rust.

Other cars displayed in the Citroën booth were XM [sedan and estate], Xantia sedan, and ZX [coupé and five-door estate].

What was funny was that there were copies of Vogue and Le Monde and route maps of Paris placed casually [?] on the passenger seat of each car. Well, is this the image of Citroën that the dealers have? And, the doors of all displayed cars were locked. What does it mean?

French Car Connection Web Team.



CCOCA Inc.

AGM Minutes

Minutes of Annual General Meeting
Held Wednesday 25th March, 1998.

The Annual General Meeting of Citroën Classic Owners Club of Australia, Inc. was declared open at 9.00 p.m. by the President, Peter Fitzgerald.

Committee members presented reports as follows.

Treasurer's report was presented by Ted Cross. Audited financial statements were circulated. (Copy is attached to these minutes)*. Ted thanked Anne Edwards for auditing the accounts. He noted that value of the assets had increased primarily due to an increase in spare parts stock, the result of much hard work by Mel Carey.

Leigh Miles gave editor's report. Six magazines have been produced in the last year, as promised. There are currently some issues with the reproduction quality, which he hopes will be addressed this year. A good response has been received from members both in terms of submission of articles and comments on Front Drive.

Club Shop report was given by Leigh Miles. At the end of the 1996/97 Club year CCOCASHOP stock was valued at \$1,302.33 (Cost valuation). At the end of the 1997/98 Club year CCOCASHOP stock was valued at \$844.70. This decline in stock value has been undertaken deliberately to enable CCOCASHOP to purchase the stock of MMS Trading.

Sales for the year totalled \$1,687.20, which generated a profit to the Club of \$480.60, being a 28.5% profit on sales.

As the result of a profitable trading year, along with the reduction in stock holding valuation, CCOCASHOP has purchased the total stock of MMS Trading, a defunct Citroën model, book and memorabilia trader, without need to call on the funds of the Club. A total of \$1,300 was paid for this stock on 10 March, 1998 and will appear in the

statement for 1998/99. This stock will broaden considerably the range of material available through CCOCASHOP and will boast our ability to supply mail order clients.

1997/98 also saw the first sales by CCOCASHOP across the Internet. A pleasing level of trade has developed this year internationally for brochures. It is envisaged that the MMS stock will also be in demand internationally.

Sue Bryant presented secretary's report. Another busy committee year has seen the production of committee minutes and updating of membership data throughout the year. CCOCA has 28 new members join the club in the 1997/98 year. We concluded the year with a total membership of 146. This number does not include other clubs and counts joint memberships as being one membership. This is a net increase of 5 from 1996/97 membership of 141. Of those members who did not rejoin some wrote to explain that they were either too old to drive or had sold their cars and no longer felt need to belong to a car club.

Jay Liebowitz presented the Activities Officer's report. Jay has only been in the position of activities officer since November. A variety of events have been run during the year and member response seems good.

Spare parts Officers Report was presented by Mel Carey. His first priority this year has been to get order into the spare parts scheme.

New parts are now becoming available and a booklet is to be produced giving details of all parts. Range of both large and small parts has improved. Fast moving parts are now becoming available to members more quickly than in the past. Pricing is set such that cashflow has improved whilst stocks held have also increased, yet prices to members are still reasonable.

The special tool sets have been

replaced, where necessary, and made available for members use.

Peter Fitzgerald presented president's Report. He said that the beginning of the year had been busy, without an Activities Officer, but Jay's appointment had helped greatly in lightening the workload.

Spare Parts has been operating very well and the sourcing of parts from Holland has been of benefit to the Club.

Committee for 1997/98 has worked well and been very productive.

Questions were taken from the meeting.

John Couche asked why the cash balance is so high. Ted Cross explained that it includes the cash held for the purchase of spare parts, which fluctuates and the money is needed for large orders.

It was suggested by John that the Club should look to fund some events for members rather than continue to build cash balances.

Use of e-mail by the club was queried. Sue Bryant explained that we were endeavouring to use the technology where it was practical as it was a fast and inexpensive way to contact members with information about events and other developments. To this end, the 1998/99 membership renewal forms included space for members e-mail address.

Comment was made on the advent of credit card facilities within the club. It has aided spare parts, reducing the need to invoice and chase money. Credit cards are also used for payment of membership subscriptions and events.

Ted Cross thanked the club's sponsors Carey Motors, Melbourne Citroën, Ateco, Cussons and Agfa for their support of the Club in the past year.

He also thanked Peter Boyle, Russell Wade and Mel Carey for their efforts as Club Safety Officers in the last year and



Robin Smith for his contribution as librarian. Rob Koffijberg's assistance with spare parts from Holland was also acknowledged.

The minutes from the 1996/7 Annual General Meeting were presented. Motioned was proposed by John Couche and seconded by Iain Mather, to accept minutes as a true and correct record. Accepted unanimously.

Proposed changes to the constitution as circulated prior to the AGM were then discussed. There was a great deal of discussion on various points and the following amendments were put forward:

Clause 5 (a) (ii) is to be deleted.

Clause 10 (b) (iii) The words "subject to clause 29" are to be inserted and the clause will now read "a majority of at least two thirds of the Executive Committee, subject to clause 29, then present and voting votes in favour of such expulsion."

Clause 11 (c) shall have the phrase "and noted in the Executive Committee minutes" added to the last sentence.

Clause 17. The proposed deletion of the sentence "no business other than that of which notice has been given shall be conducted at such meeting." Is to be reinstated and is to have the words "At a special general meeting" added to the beginning of the sentence. Clause 17 will now read

"At least 21 days notice in writing of an Annual General Meeting or Special General Meeting and at least seven days notice in writing of all other meetings shall be given by the Secretary by forwarding a copy of such notice to each member at his/her or her given address in the case of general meetings and to each member of the Executive Committee at his/her or her given address in the case of Executive Committee Meetings. Such notice shall state the time, the place and the nature of the meeting and

shall set forth the nature of the business to be transacted. At a special general meeting no business other than that of which notice has been given shall be conducted at such meeting. The failure of receipt by any member of such notice shall not invalidate any resolution of such a meeting provided the notice was given as aforesaid.

General Meetings shall be held at the discretion of the Executive Committee not less than four times per calendar year."

Clause 18, delete typing error in last line reading currently " hishermeeting" to read "meeting"

Clause 26 "him" should read "him/her".

Clause 31 the provision of clauses should include clause 32. This clause will now read "

Clause 35 (a) "him" should read "Him/her". In addition, the word "account/(s)" should be substituted for the word "passbook".

The above amendments were proposed by John Couche and seconded by Robin Smith. The motioned was carried unanimously.

Following discussed changes to membership definition from the floor, Leigh Miles proposed that clause 2 (c) remain unchanged. Motioned was seconded by Peter Simmenauer. Two members voted against the motion, all others present were in favour and the motion was carried.

A copy of the revised constitution is attached to these minutes.

Officer Bearers for 1998/99

The 1997/98 Committee then retired for the election of officer bearers and confirmation of non-elective positions. Peter Simmenauer took the chair. He said that as a member, he thought the 1997/98 committee had done a good job and that they had been unobtrusive and very professional.

Non Elective Positions were confirmed as follows:

Club Shop Leigh Miles

Public Officer John Couche

AOMC Representatives
Russell Wade and Ted Cross

Librarian Robin Smith

Safety Checks
Russell Wade, Peter Boyle and Mel Carey

Nominated for elective positions were received as follows:

Editor Leigh Miles
Nominated by Barry Markwick,
Seconded by Margaret Markwick.

Spare Parts Mel Carey
Nominated by Barry Markwick,
Seconded by Margaret Markwick.

Activities Jay Liebowitz
Nominated by Barry Markwick,
Seconded by Margaret Markwick.

Treasurer Ted Cross
Nominated by Barry Markwick,
Seconded by Margaret Markwick.

Secretary Sue Bryant
Nominated by Barry Markwick,
Seconded by Mel Carey.

President Peter Fitzgerald
Nominated by Barry Markwick,
Seconded by Mel Carey.

Committee Post
No Nominations received.

As no further nominations were received for the elective posts these people were declared duly elected by Peter Simmenauer.

Peter Simmenauer then vacated the chair.

Peter Fitzgerald thanks Peter Simmenauer for chairing the meeting.

Annual General Meeting was concluded at 10.50 p.m.

*Due to a lack of space in this issue of 'Front Drive', the financial statement will be published next issue.

Ed.



CCOCA classifieds

CARS FOR SALE IN AUSTRALIA

Light 15 — 1950

Converted to ID 4 speed [English conversion kit] plus new driveshafts, etc. New 15" wheels and tyres. Reliable everyday useable classic...complete with spares. Reluctant sale for house purchase \$10,000.

Contact Dave Noke, Ph/fax: [07] 3369 8841.

2CV6 Club — 1980

[see page 19 of Jan/Feb issue of 'Front Drive']. Yellow and black, VGC, very reliable and economical, 104,000 miles, heaps of spare parts and service parts, well maintained and serviced. Study reasons [PhD project] necessitate frequent, long distance travel and a modest lifestyle. Trade in of a new and small [Asian] car will therefore be considered. Car is \$10,500 and parts [new tyres, oil filters, points, belts, etc.] and books \$800. \$11,000 the lot. Contact Adrian Schoo, 29 Havering Lane, Strathfieldsaye, 3550 Vic. Tel: [03] 5439 3261 [A/h], [03] 5442 4044. Email: proact@netcon.net.au

2CV6 Club 1986

White, excellent condition with just 30,000 miles. \$13,500. Also pair of standard accessory front and rear bull bars, ideal for Raid. Will sell separately. \$300.

Contact Tom Campbell [02] 9692 9975 [A/h].

2CV 1984

1984 Charleston, in two-tone grey [très cool!!]. NEW roll back roof, NEW seat covers, to original design, NEW [well almost new] French 'Vege Motoren' exchange motor installed 15,000 miles ago. Complete history. As featured in 'Practical Classics', July 1997. All in all in top condition. Asking \$14,000. Contact: Alistair Sinclair [03] 9429 7241 or 0414 429 724.

CX 2400 PALLAS — 1979

Metallic Brown, leather. My daily transport for the last 10 years. Some rust in doors and paint is tired, but mechanically excellent. Much recent work including new Michelins, exhaust system, timing chain, front discs and pads, rear swing arm bearings. \$1,500. Contact Roger Brundle [03] 9380 9321 or 0418 563 351.

DS 21 SAFARI — 1971

Full Pallas trim, 7 seater Safari with factory aircon. 5 speed manual. Fully maintained and serviced by Paris Motors, A1 condition. Contact Paul Hughes, [03] 9348 9349 [A/h] or 9420 0275 [B/h].

CX 2400 PALLAS — 1979

4 speed manual with new motor, clutch, tyres. Leather interior, twin aircon, electric sunroof. White

DS 23 SAFARI — 1975

Some rust on back windows and tail gate. Otherwise nice vehicle. Contact Vic on [03] 5272 1456 or fax 5272 2485

CX 2200 SEDAN — 1976

White, excellent condition, full service history. The proceeds of this sale are to be donated to Wesley Central Mission to support community services in and around Melbourne. Price by negotiation, in the vicinity of \$4,500. Contact Dianne Mackintosh 018 346 560.

CX 2400 PALLAS

Manual 4-speed with air conditioning, tidy interior and respray to your choice of colour. 12 months registration and RWC. Offers around \$5,000.

LIGHT 15

Very good mechanically, comfortable interior, but rough paint work. Offers around \$7,000.

GS 1220 SEDAN

Clean and tidy car, good reliable transport. 12 months registration and RWC. Around \$3,000.

ID 19s

Good mechanically in good original condition and sound bodywork. Could benefit from TLC. Negotiable.

TRACTION RESTORATION PROJECTS

Big boot, Big 15
Small boot, Light 15
Small boot, Big 6

A range of Citroëns is always available for the enthusiast.

All enquires in the strictest confidence.

Carey Motors Pty Ltd
Authorised Citroën Service and Spares
P.O. Box 469
Bairnsdale, Vic 3875
Ph 018 516 126 and speak to Mel.

LIGHT 15 — PRE-'51

Brown, red vinyl interior in good condition. Some rust in battery box, good Michelin tyres, very straight, needs bumpers and a little work to run. Garaged since 1961. Only 64,000 miles. \$6,000 ONO.

Contact Gary [06] 2041 4286 or 015 480 867.

LIGHT 15 — 1952

Green with fawn leather. Original condition, small boot. Sound car, ideal for use as is or an excellent base for straightforward restoration. Original registration plates. Only three owners since new. POA

Contact Ted Cross, acting as seller on [03] 9819 2208

GS PALLAS SEDAN — 1977

Genuine 89,000 km. Silver with blue trim. This is a very original car in top condition. Car has been garaged from new and meticulously maintained and serviced. Open to offers, around \$6,500. Car is located in Perth.

Contact Evan Gobby, PO Box 282 North Beach, WA, 6020 or [08] 9246 2400 or 018 092 222.

LIGHT 15 — 1951

Maroon, good club car with long CCOCA history. Full registration and many spare parts.

Contact: John Coleman [03] 5986 8077

2CV6 CLUB — 1980

Paris delivery followed by short UK sojourn before emigrating to sunnier, rust-free climes! In excellent condition all round after 78,000 miles. Red with black roof and fawn trim. The usual story: we have had a lot of fun with it and will be sad to part, but another project has to take priority. I am told that \$9,750 is a snip, so first in, best dressed.

Contact: John Brennan 019 197 707 — leave voicemail if I am busy.

D SPECIAL — 1974

Good condition, blue vinyl interior, ivy green exterior. Recent head overhaul. With workshop manual. \$4,750, ONO. Contact: Diana [02] 6494 9173.

CARS FOR SALE INTERNATIONALLY

2CV Charleston — 1988

Black/Maroon F-registration, immaculate condition, full service history, one lady owner from new, Under 8000 genuine miles, MOT till Jan 1999, Road tax till Feb 1999, Stereo Cassette radio. Collectors item hence £4000 ono.

Contact Jayne McNaughton
Email: steve_garratt@compuserve.com

BX19 4 x 4 GTi — 1991

Only 51000 miles, excellent condition, recent new exhaust & new gearbox, long MOT; electric sunroof and windows, ABS; full service history £2250 ONO.

Contact Jean-Simon Karmusik, Tel: [0011 44 118] 926 6650 or [0011 44 976] 157 723. Email: chayes@patrol.i-way.co.uk



CALIFORNIAN SM — 1972

I have a beautiful 1972 Spécialé Maserati Coupe for sale. It is a 2.7 litre, 5 speed with all accessories, including a working clock. It has been a San Diego car all its life, having been stored for about 20 years and recommissioned last year. It has [genuine] 45,000 miles. Complete with tool kit. New interior [pearl ivory pigskin] and carpeting, and new pearl ivory two pack paint, Michelin tyres, belts, hoses, relays, horns. NEVER ANY RUST. Cosmetically near new. Price £8500. Shipping arranged.
Contact Paul. Wilson, California USA, Tel: [0011 1 714] 640 2191. Email: cardesnr99@aol.com

DYANE 6 — 1982

Pale green. £600, 1982, X-reg. Good condition; service history, MOT 'til mid-November. 107,000 miles recorded [new engine fitted at approx. 65,000 miles. £600. Contact David Prescott, Tel: [0011 44 0171] 286 2115. Email: colinkerrigan@demon.co.uk

TRACTION 75 — 1934

One of less than 1,500 built, this car is in parts [100% complete], most parts restored. 17,000 guilders [~\$12,600]

11B — 1952

95% complete, body sandblasted, Belgian-built car. 6,000 guilders [~\$4,500]

15/6 — 1952

This LHD restoration project is located in the United States is for sale to a keen Citroënist for US\$3,000. This is your chance to own the only French Quinze in Australia. These cars are being offered by members of the Netherlands Traction Club and in the first instance you should contact Mel Carey on [03] 5152 1040.

2CV — 1987, Plums & Custard

Beloved member of the family called 'Olly' for sale due to needing a larger family car. Excellent & Reliable run around with New Galvanised Chassis New King Pins New Exhaust Plums & Custard Finish (Burgundy & Cream) Service History 49,000 miles MOT End of Oct'98 TAX End of Sept '98 £1750 ovno. Situated, East Ham, London, E6.
Contact: Samantha Lasagna Tel: [0011 44 181] 548 9028. Email: samantha.lasagna@kplc.kvaerner.com

WANTED

INFORMATION SOUGHT

Information on ERS/ICAR 4-speed Traction gearbox conversions. I believe these were one and the same, can anyone confirm this?
Contact Roger Brundle [02] 9380 9321 or 0418 563 351

DS 21

Or similar, in good condition
Contact: John Hamilton, Tasmania [0362] 503 230

ID/DS 19

Green fluid car. Must be reliable car as no garage space for total restoration. Prefer registered. Up to \$3,000 for the right car.
Contact: Dean Hobson, 54 Ballarat St., Yarraville, Vic. [03] 9689 4173.

LIGHT 15 / BIG 15 / BIG 6

Model not important, nor is originality. Good driveable car preferred. ID conversion would be ideal. Former CCOCA member looking to re-new membership.
Contact: Paul Nisselle [03] 9534 4877 (A/h) or 9280 8790 (B/h).

LIGHT 15

I am seeking a fully restored Light 15, or other Traction Avant.
Contact: Mark Aptman [03] 9782 6846 (A/h) or [03] 9586 1250 (B/h).

COLLECTABLES & PARTS FOR SALE

A SUBSTANTIAL CITROËN COLLECTION

Model cars [100+ pieces], plus many unique brochures, books, sales information booklets, etc. Collected over many years by a real enthusiast of the marque who wishes the collection to pass to a new owner. Will not sell piecemeal. POA.
Contact Ted Cross, who is acting for the seller on [03] 9819 2208.

GS PARTS

Two doors, rear screen, rear quarter windows. FREE!
Contact Roger Brundle, [03] 9380 9321 or 0418 563 351.

CX PALLAS

CX 2200 motors, one with 4 speed box, the other with C-matic. 4 doors for 2200 Pallas and other parts too.

DS 23

5 speed gearbox, motor and lots of other parts.
Contact Vic on [03] 5272 1456 or fax 5272 2485

ID 19 SEDAN — 1966

Good condition chassis and various parts. \$300, the lot.
Contact Marc on 0411 432 256.

Large stash of TA parts for sale

I have three Traction Avants '34 - '55 plus about 10 metres cubed of parts for Traction Avant Citroën. These are in Wellington, New Zealand and are part of the estate of a friend and Citroën lover and mechanic who died tragically last month. If you have any way of letting any interested person know of this opportunity please e-mail or telephone me Contact Brian Worboys, Tel: [0011 64 4] 476 37 99, fax: [0011 64 4] 499 36 99. Email: worboys@xtra.co.nz

FRAMED PRINTS — RARE

Two unique 60s framed posters by André François. Cartoon style with French text outlining Citroën's hydraulic suspension. 45 x 90cm. Illustration depicts ½ angel, ½ fish and fish with legs. A remarkably emotive piece of motoring art and history. Very rare. \$200 to pair, or very near offer.
Contact Tony, 0419 346 288.

DS PARTS

DS19 head, inlet manifold, carburettor and extractors to suit Light 15. \$200, or near offer. Additional DS19 Weber carburettor. \$100, or offer. Contact: Chris Bennet [08] 8293 2619.

LATE D-SERIES PARTS

2 x DS23 injection heads,
2 x DS23 electronic control units,
1 x EFI pump, as new,
Manifolds, wiring loom, injectors, sensors, etc.,
2 x RH Pallas doors,
2 x front guards,
1 x pair headlight glasses,
2 x wheels, sandblasted and primed
2 x complete front suspension assemblies
2 x rear suspension arms
1 x dashboard and instrument panel
2 x front suspension ball joints [1 new],
3 x large [non-Pallas] hub caps,
1 x rear number plate panel,
1 x tail light [Pallas],
2 x air cleaners,
1 x set Pallas stainless chassis trims,
1 x set rear exhaust pipes,
1 x jacking stand,
1 x alternator.

Please enquire about condition, etc. Any reasonable offers will be accepted.
Contact: Chris Bennet [08] 8293 2619.



talkingtechnical

SPARE PARTS OFFICER — MEL CAREY

Annual Report 1997/98

It is with great satisfaction I can report a successful year for Spare Parts.

We have seen the Spare Parts Fund grow from around 20 to over 40 members as inquires for that ever important part to keep a car on the road or help with a restoration have become available.

This in turn has increased our membership base, as the initial enquires often comes from a non member.

Members have taken to using the Credit Card facility as a convenient payment option since its introduction and this has streamlined the accounting, (except in a few isolated incidents of unclear numbers on the order form)

Please remember when renewing your membership that "Parts Fund" is a separate account so if you have a spare parts account to pay, separate payment please!

The introduction of a dedicated Fax line open 24hrs a day & E-mail, (citroencarey@bigpond.com) have also been popular facilities as members obviously think about their Classic Cars at odd hours

Incoming phone calls are dealt with night and day as members and prospective members chase parts, seek technical advice, or just keep me up to date with the latest on their cars.

With help from Rob Koffijberg our member in Holland and parts facilitator for Traction Avant Nederland we have been able to get a fantastic array of parts for immediate use and also stock of hard to get items as they have become available eg. Front wheel bearings for 4cyl cars.

Rob has also been able to source for us ID/DS parts through his contacts at that club, this is a new area for Club Spares brought about by the increase in members with these cars.

It is encouraging to see the upsurge of interest in the preservation of the ID/DS

As a result of the last Stock Take which was a marathon two day effort with able assistance from Leigh Miles on the computer, & my brother Jeff, all parts are now catalogued and we can now keep track of the vast collection of bits in stock. you will note on examination of the balance sheet (refer insert in last issue) that the Parts Fund account is in good shape and the stock figure is very healthy.

I conclude this report by thanking the committee and the members for their support during the year and say what great satisfaction it gives me to see the general standard of the members cars improving each year.

Being as always your faithful servant,
Mel

New & Interesting Parts

Lockheed brake master cylinder cans

Light 15 top suspension spindles complete with bushes

Big 6 oil pump gears

Big 6 front wheel bearings

11B/L Windscreen wiper grommets

Oil filter DS

L15 11B/BL Clutch Kits

PLEASE NOTE NEW EMAIL AND POSTAL ADDRESS FOR CCOCA SPARE PARTS

PO BOX 469

Bairnsdale

Victoria, 3875

Australia

Fax: [03] 5152 2615

E-mail address;
citroencarey@bigpond.com

SPARE PARTS FUND

The Spare Parts Fund members receive a 10% discount on parts purchased through CCOCA Spare Parts, with a new member fee of \$100.

This has been established to provide a short term cash injection that will give this Club the ability to purchase larger quantities of parts and therefore reduce the overall cost. This benefits all members plus is an additional bonus for Parts Fund members.

Calculate how much you spend on parts for your Citroën per year, subtract 10% and see the savings. Remember, this membership is a one off fee...you are a member for the life of your membership of CCOCA.

Current members are:

J. Couche	D. Moore	J. Faine
M. Neil	L. Miles	J. Hawke
R. Brundle	B. Rogers	B. Wade
B. Grant	A. Scales	P. Bishop
G. Propsting	J. Greive	R. Brooks
A. Protos	J. Smart	R. Koffijberg
W. Burkhardt	D. Hayward	R. Smith
F. Kidd	W. Seidel	R. Hobbs
D. Crossman	J. Cox	R. Oats
C. Bennet	J-P. Jardel	H. Wilson
P. Simmenauer	P. Rogers	D. Livingstone
G. Carson	P. Boyle	I. Mather
R. Little	M. Douglas	S. Cris
A. Begelhole	G. Hooler	





**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA INC.**

Australia's National Citroën Car Club